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and the contrast was accentuated by the fact that the capital was Socialist and the provinces largely Conservative. The isolation of Vienna from most of the provinces would therefore tend to revive an unhealthy animosity that years of common subjection to Berlin had done much to overcome. The Chancellor had every reason to fear such a development, because a movement for the formation of an Austrian government in the provinces occupied by the Western Allies had followed the liberation. This fortunately had failed. Had it succeeded, Austria might have shared the fate of Germany. Yet the attempt justified Dr. Renner's misgivings. Salzburg was the only province, outside Russian territory, that endeavoured to recognize the Provisional Government, and its overture to Vienna on the 24th of May led to a rebuke from the American Military Governor.

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Conditions made it difficult to counteract separatist tendencies. The country was divided, and there were still no normal transport services between the different zones. It was easier to travel from Russian-occupied Austria to Czechoslovakia than to the Austrian western provinces; and easier to move between the cities of Salzburg and Munich, which were both occupied by the Americans, than between Salzburg and the Austrian capital. A messenger sent by Dr. Renner from Vienna to the Tyrol in May took seventeen days to make the journey and had to swim the River Enns, when he crossed the Russian frontier. An experienced member of the Resistance, well accustomed to travelling under difficulties, took a week to cover the same distance by car during the summer.

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The Western Allies at first decided not to recognize the Provisional Government. They were suspicious of it as a Russian creation in which Communist influence was unduly strong. Fortunately events so developed that this decision was reversed.

On the 4th of July the Governments of the four occupying Powers reached an agreement in London setting up a Control Commission for Austria. It was to consist of an Allied Council, comprising the four Allied High Commissioners, an Executive Committee, and departmental staffs. Vienna was to be con-

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taken was a 'German asset', and therefore a legitimate form of reparation. The damage inflicted on the Austrian economy has been decisive in preventing its full recovery. 727 433

Russia's subjugation of East and South-east Europe has also been a severe blow to Austrian commerce. Not only has Austrian capital behind the Iron Curtain been confiscated; Austria also has very largely been cut off from her main market area. The Habsburg Empire in its economic aspect represented the material interdependence of the peoples of the Danubian basin. It was natural, therefore, that after the Empire had collapsed Austria should maintain her economic ties with the Succession States. In 1937, 27 per cent of Austria's exports went to the five eastern countries behind the Iron Curtain that are now known as the 'People's Democracies', and 31.5 per cent of her imports came from them. The corresponding figures in the summer of 1952 were 12.3 and 9.9 per cent. The decline is not due to any disinclination on Austria's part to maintain normal trading relations: in that year she signed trade treaties with both Poland and Hungary. Apart from foreign aid, Austria is dependent on her exports for the purchasing power with which to buy food and the equipment necessary for her recovery. Any serious contraction of her foreign markets involves a corresponding setback in her economic revival. 727 439

Austria's problems were further increased by her geographical position. After the War, Russia controlled the Danube and seized the steamers and barges belonging to the Danube Shipping Company. With no immediate access to the sea, therefore, Austria was entirely dependent on land communications and the availability of transport for her vital coal supplies and a large proportion of her food. She had less flexibility than better-placed countries like Germany in her search for new trading partners, when her industries gradually revived and she found her old markets closed to her. These difficulties were increased by the acute transportation crisis in Europe after the War, due to the shortage of locomotives, railway trucks, and road vehicles. [489] •

133 ROUNDOFF THE PICTURE. The broad belt of mountains whose waters
489 flow into the Carinthian basin, towards which their valleys also run, and the uniform
transport network which has consequently developed and has its centre here, have
helped to give Carinthia remarkable political and economic unity.

361 Within its confines there are no dividing barriers. No one area of Carinthia
438 could exist independently of the others. They supply one another's needs. Without
serious loss no one of them could be separated from the others and attached to
some neighbouring economic territory dependent on a too distant centre. Their
life is indissolubly united with the whole Carinthian plain and its towns which
are the essential nerve-centres—Klagenfurt, with its government-offices and most
of the higher schools, a scientific centre of the Geschichtsverein (Historical Research
Society) for Carinthia and the museum collections provides for administration and
cultural life, Villach as a railway junction of great importance looks after the technical
requirements of the communications system. These two towns with St.-Veit-on-the-
Glan and the rest of the smaller towns give the area its necessary economic backing.

Thus this compact organisation is permeated by all those elements of which the
living body of Carinthia is constituted. It is surrounded by the eternal symphony
of colourful scenery, interesting through its peculiar mingling of culture and national
dress, exciting by virtue of the far-away magic beyond its frontiers.

